

BookletChart™

Lake Bay and Approaches

NOAA Chart 17401

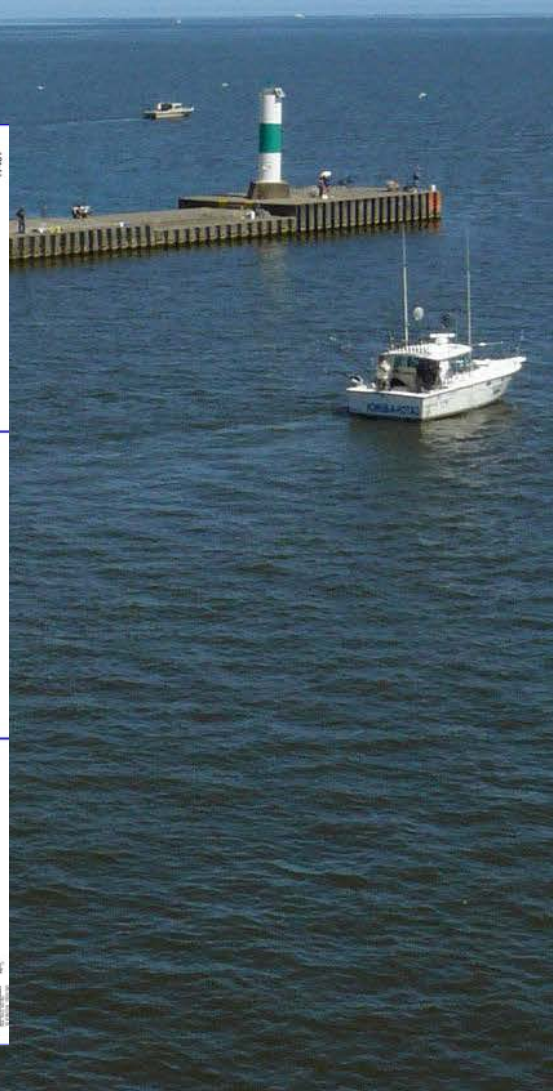
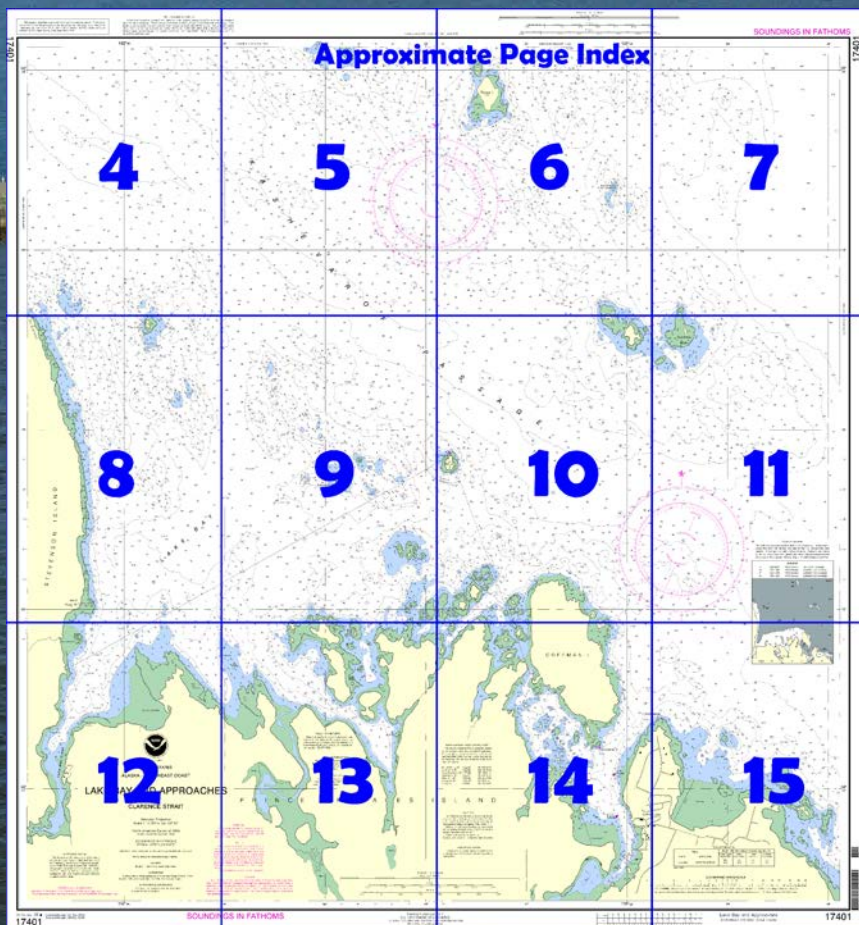


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17401>.



(Selected Excerpts from Coast Pilot)

An unnamed cove (56°01'N., 132°49'W.), on the W side of Clarence Strait about 2.3 miles SE of Beck Island, is noticeable for its low-water area at the head, and a sand beach about 600 yards wide. The sand and mud flat extends approximately 0.3 mile from the high water line. The cove is fringed with rocks and shoals. Mariners, without local knowledge, are to use caution in this area. The chart is the best guide.

Coffman Cove, protected on the N by Coffman Island, is close W of the unnamed cove and about 1.5 miles SSE of Beck Island. The NW half of the cove is filled with rocks, some of which bare. Good anchorage for

small craft may be had in the middle of the SE part of the cove in 8 to 10 fathoms; mud bottom, and a midchannel course will carry in safely. The passage into the SE part of the cove E of Coffman Island is marked by lights and lighted buoys. The outermost dangers in the SE part of the cove are a 2½-fathom spot in about 56°01'09"N., 132°50'22"W., and a rock awash in about 26°01'07"N., 132°50'25"W., about 500 yards and 600 yards SSW of the southernmost tip of Coffman Island, respectively. A flat extends about 0.2 mile from the SE end of the cove.

In 1976, a logging camp was operating in Coffman Cove. There are remains of log storage booms scattered along the beaches in the SE part of the cove.

In the SE part of the cove is a ferry terminal. Ferry service to Wrangell and South Mitkof Island is available through the Inter-Island Ferry Authority from May through September. Just S of the ferry terminal is a boat ramp and a city pier. Three rocks are along the W side of the channel W and SW of the city pier. A small craft and seaplane float is anchored to the bottom and located in the center of the main channel leading to the inner cove, about 0.8 mile SSE of Coffman Island. Water and gasoline are available only in an emergency. Radiotelephone communications are maintained with Ketchikan.

Lake Bay is on the S side of Kashevarof Passage between **Stevenson Island** and **Coffman Island**. Across the entrance and in the bay are detached islands and reefs and the best channel is from NE between Beck and Coffman Islands, staying N of Gull Rock.

Beck Island, small and wooded, is about 0.8 mile NW of Coffman Island. **Beck Island Light** (56°02'51"N., 132°51'45"W.), 27 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N side of the island; it marks the entrance to Kashevarof Passage.

Gull Rock and **Barnacle Rock**, awash at highest tides, are about 0.6 mile SSW and W, respectively, from Beck Island; they should be given a berth of over 300 yards. There are also extensive submerged reefs between Beck Island and **Bush Rock**, about 1.9 miles to the WNW. The latter is 35 feet high and has bushes on top.

Abreast **Keg Point** (56°02'02"N., 132°55'18"W.), on Stevenson Island, the channel is about 150 yards between an extensive shoal that makes out from the E shore and a shoal projecting out about 175 yards from Keg Point. There is good anchorage inside the constricted entrance for large or small craft in 6 to 15 fathoms, soft bottom. The buildings of a fishery are on the E shore about 0.3 mile inside the entrance to **Lake Bay Creek**.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:10,000 at Lat. 56° 03'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.301" southward and 6.126" westward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

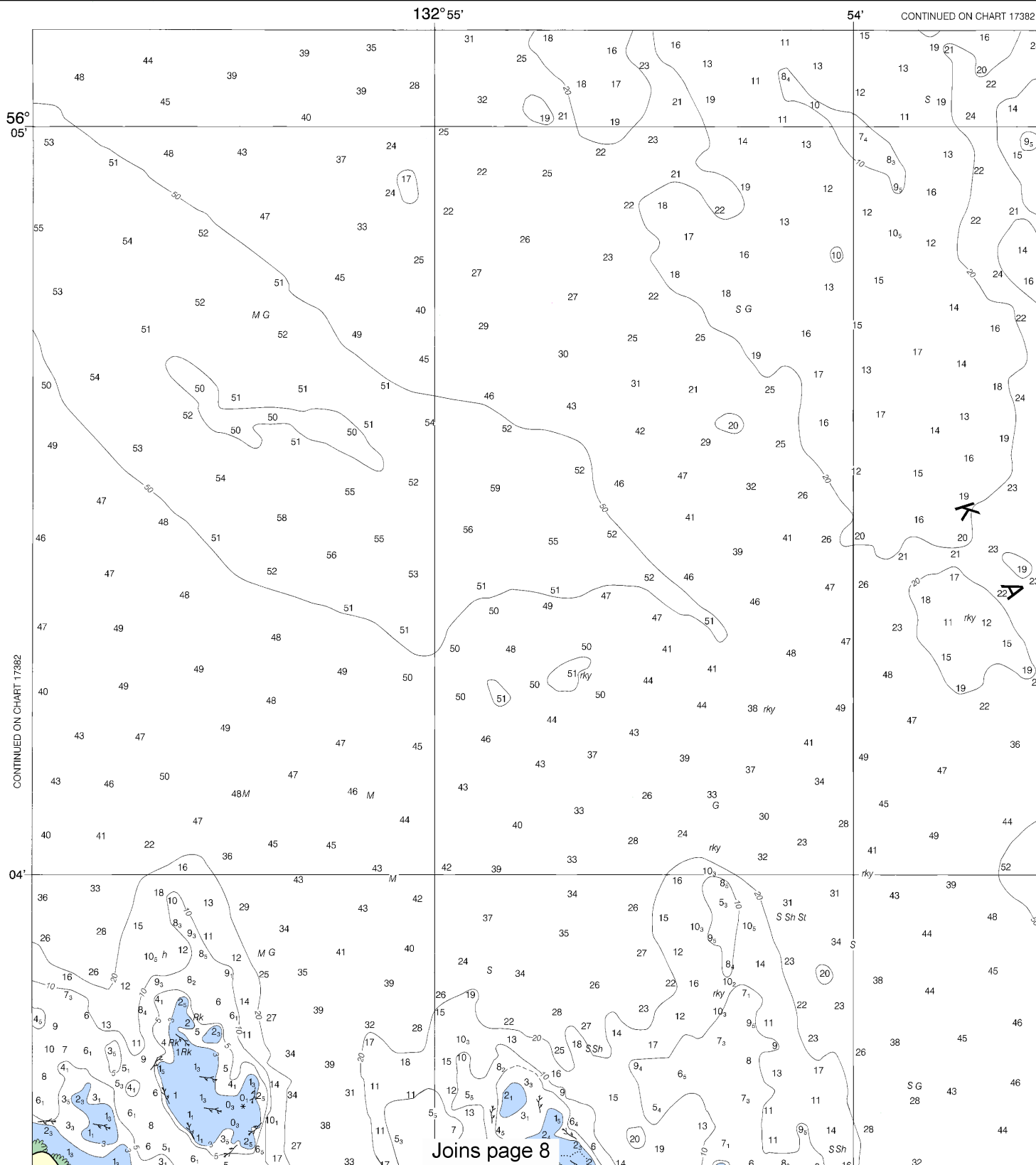
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Lake Bay	(56°01' N/132°55' W)	feet 15.9	feet 15.0	feet 1.4	feet -4.5
(Jan 2006)					

17401

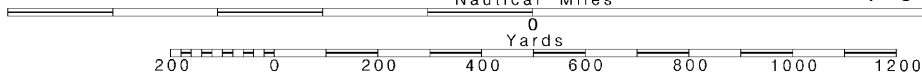
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4663, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



Joins page 8

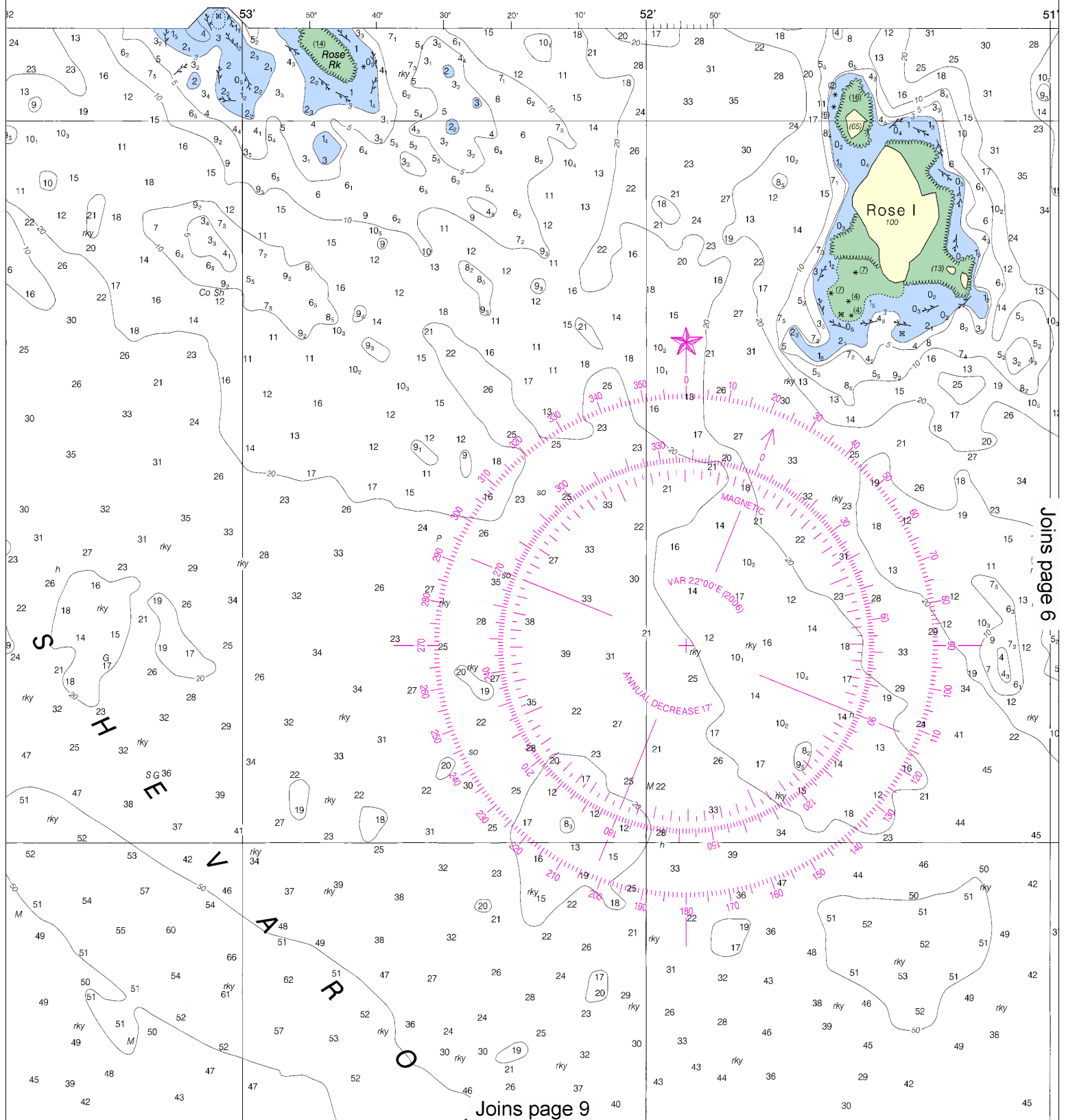
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Nautical Miles

See Note on page 5.

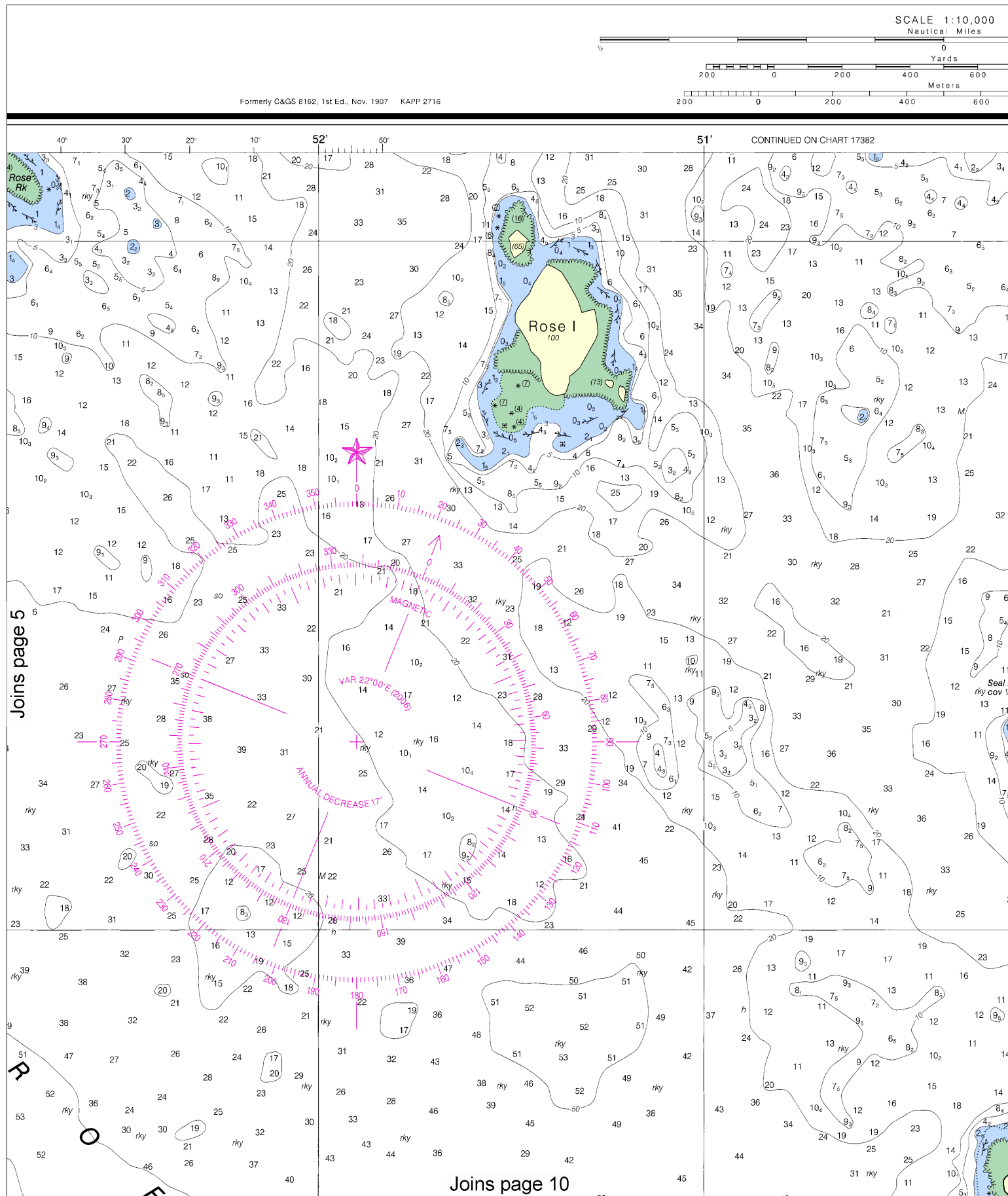


Note: Chart grid lines are aligned with true north.

4



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:13333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

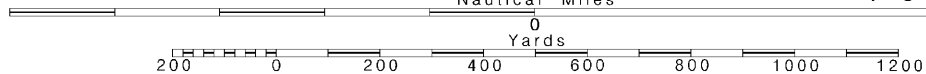


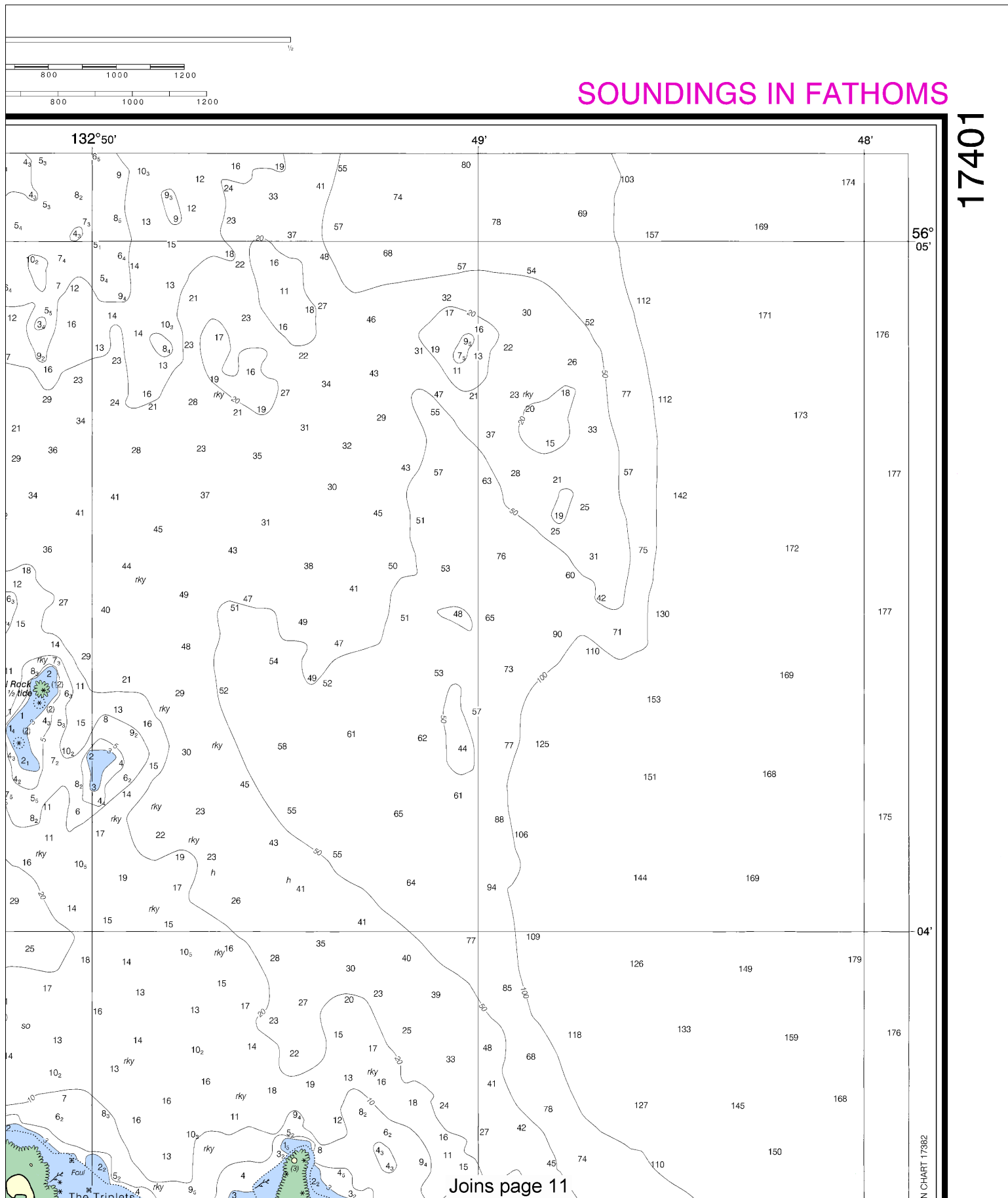
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Note: Chart grid lines are aligned with true north.

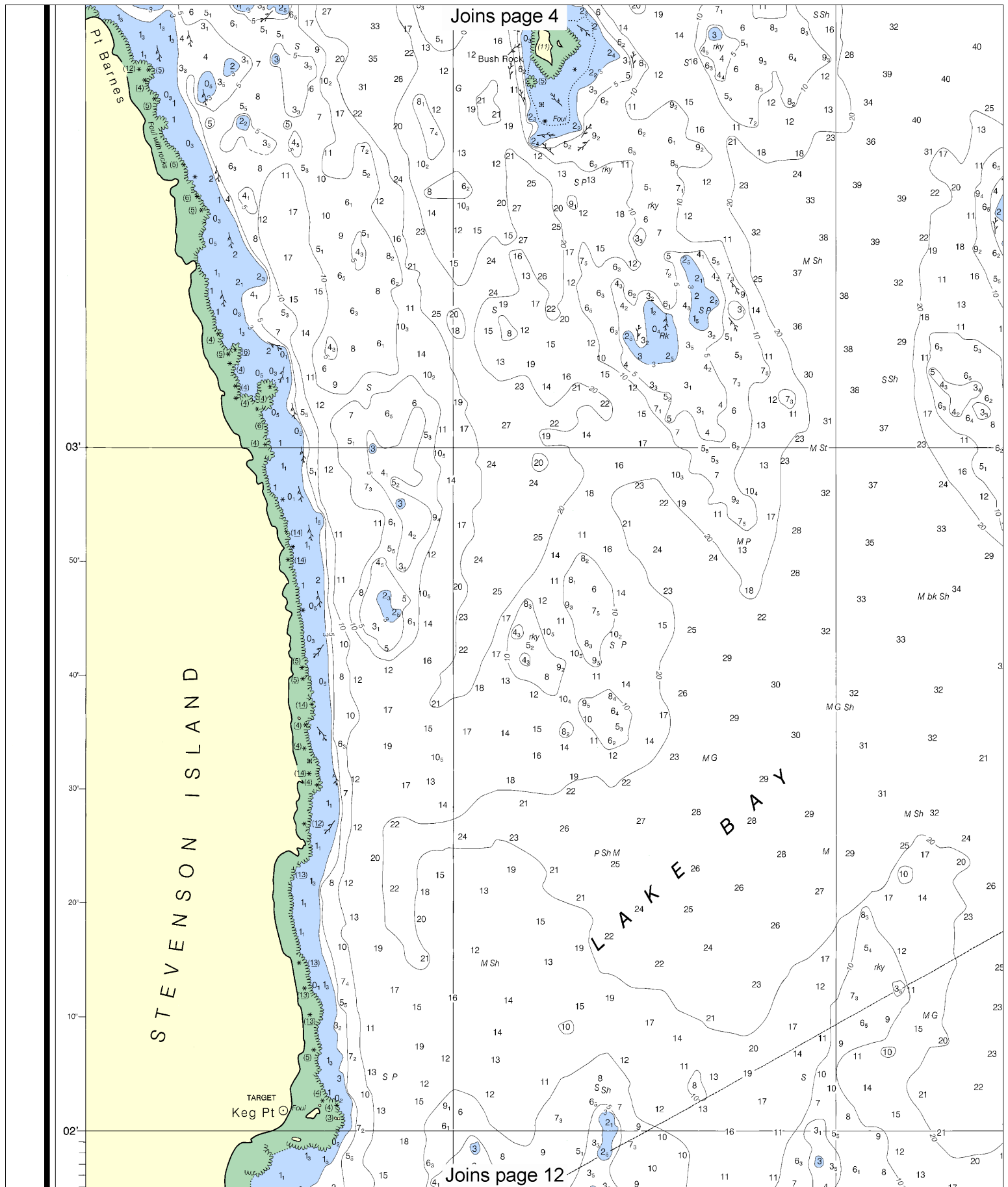
Printed at reduced scale. —SCALE 1:10,000—
Nautical Miles

See Note on page 5.





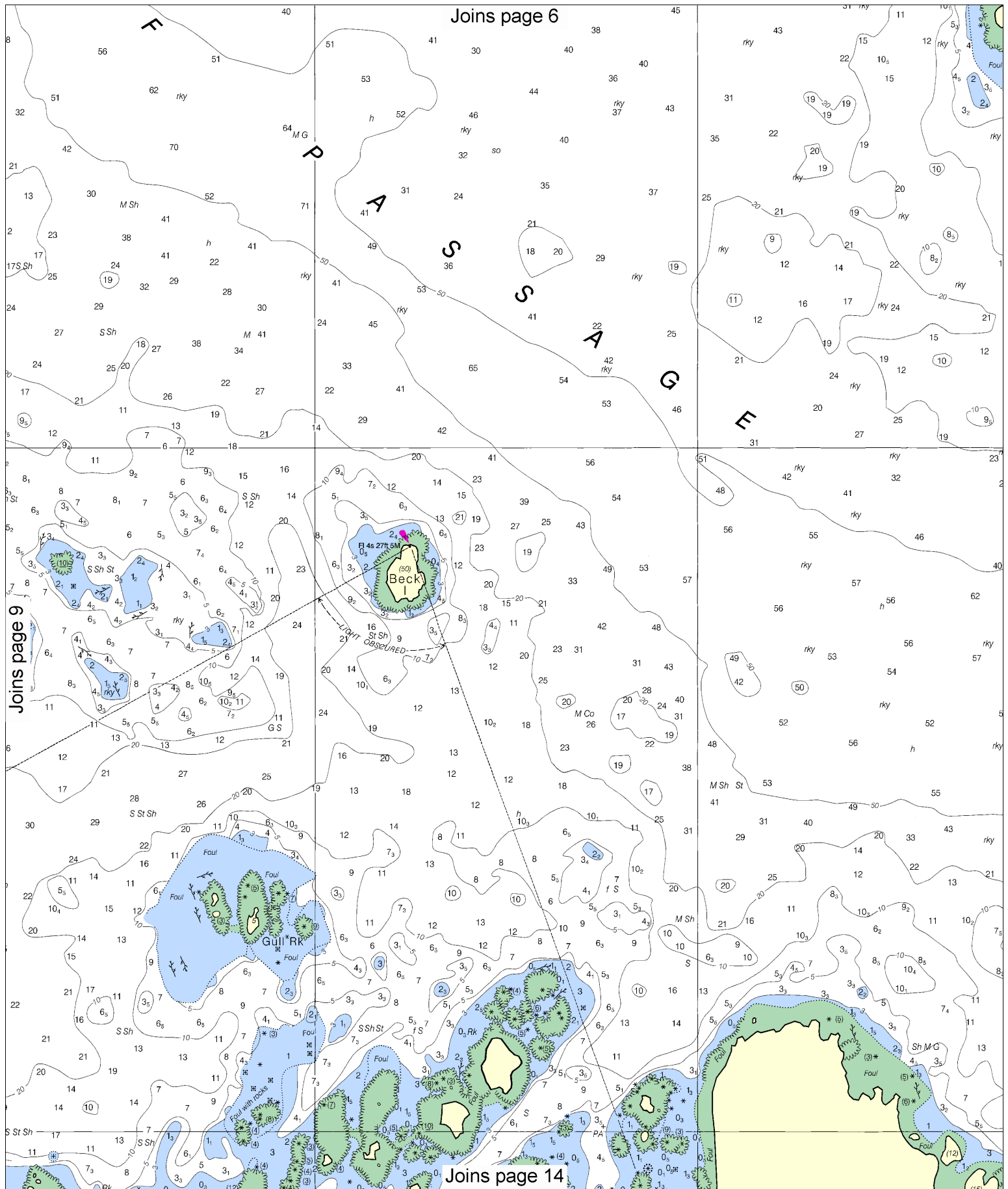
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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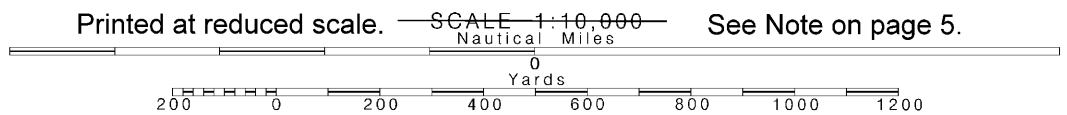
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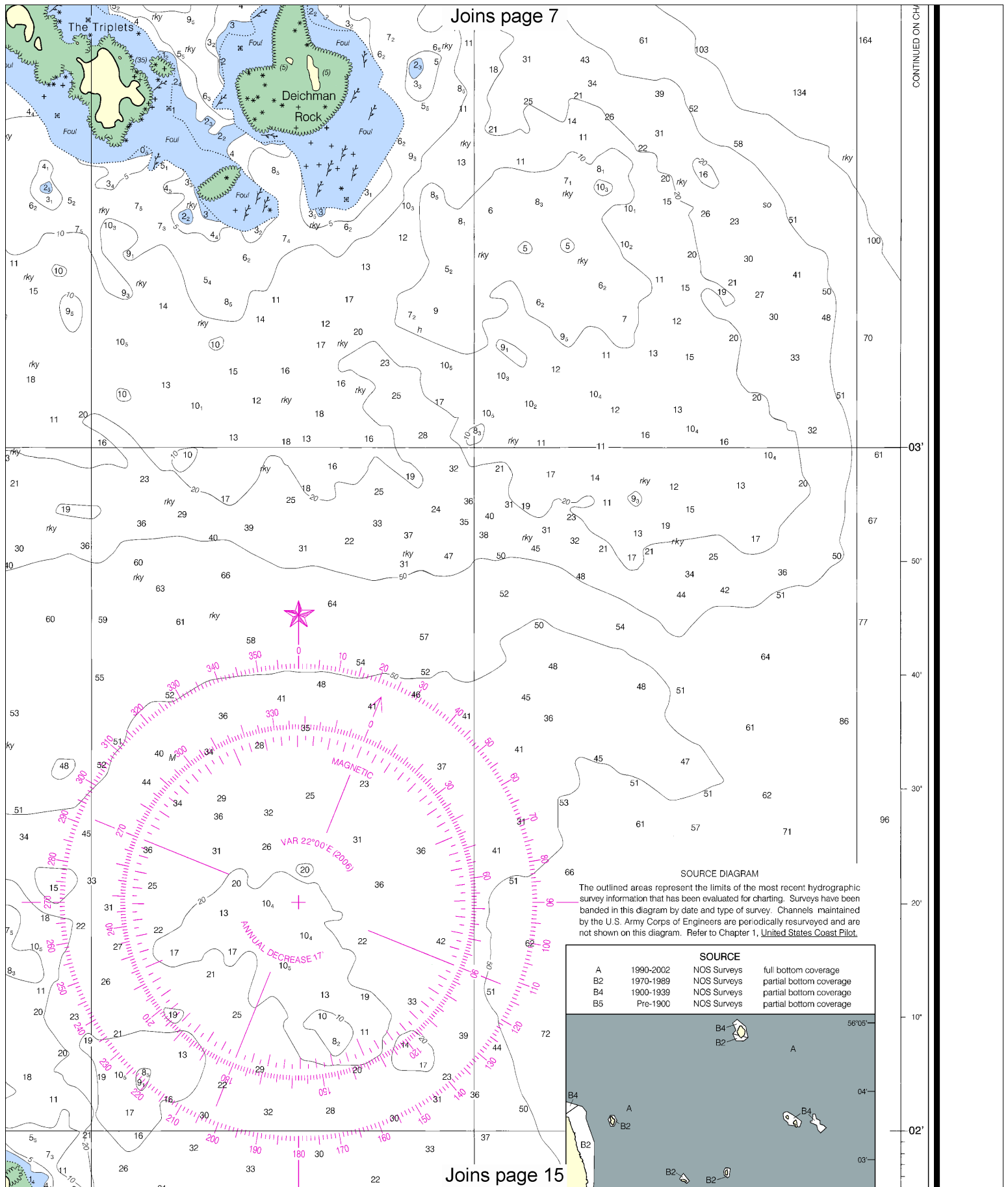
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Note: Chart grid lines are aligned with true north.





Joins page 7

CONTINUED ON CHART 11000

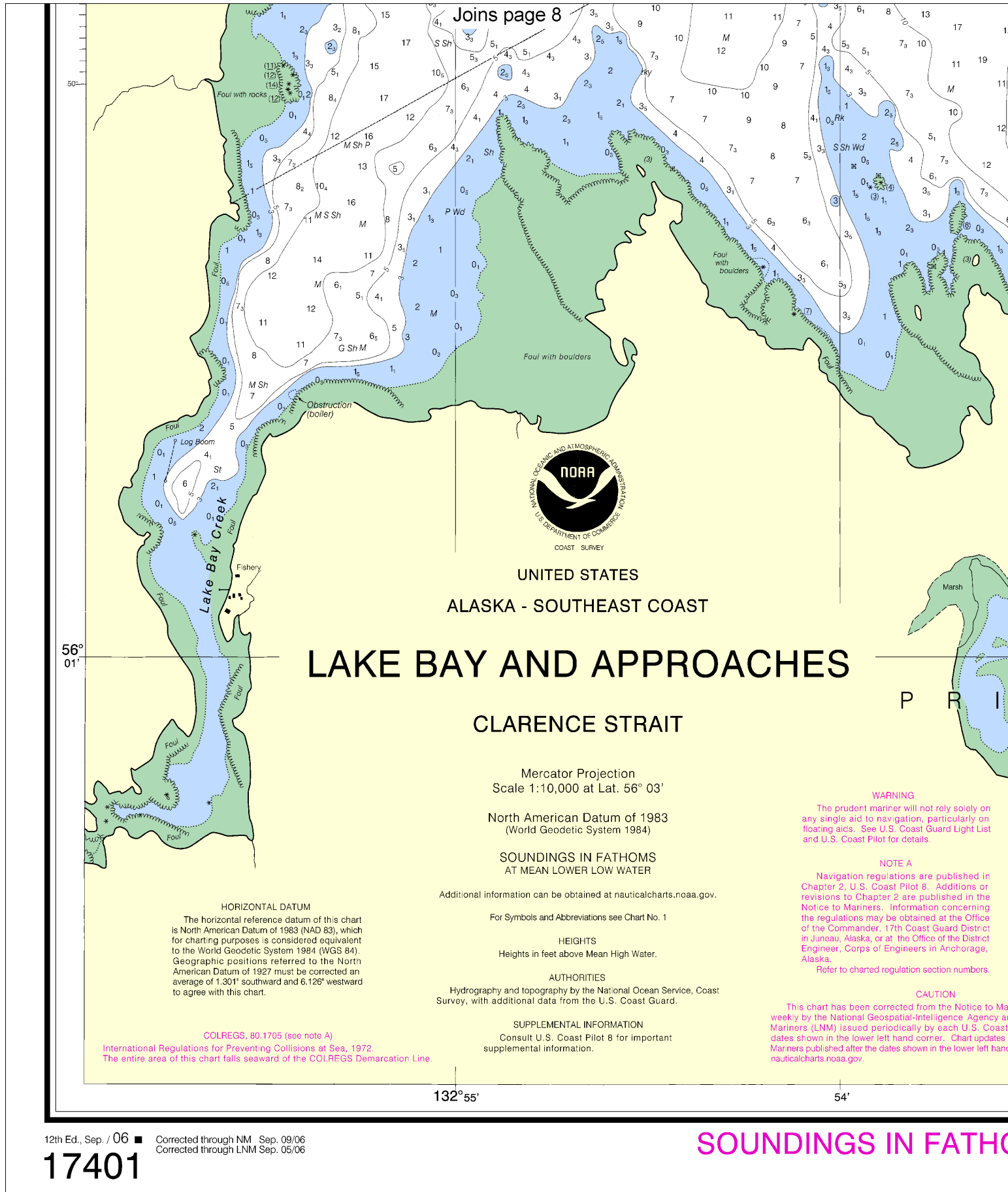
Joins page 15

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE		
A	1990-2002	NOS Surveys
B2	1970-1989	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys

full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage



12th Ed., Sep. / 06 ■ Corrected through NM Sep. 09/06
Corrected through LNM Sep. 05/06
17401

SOUNDINGS IN FATHOMS

12

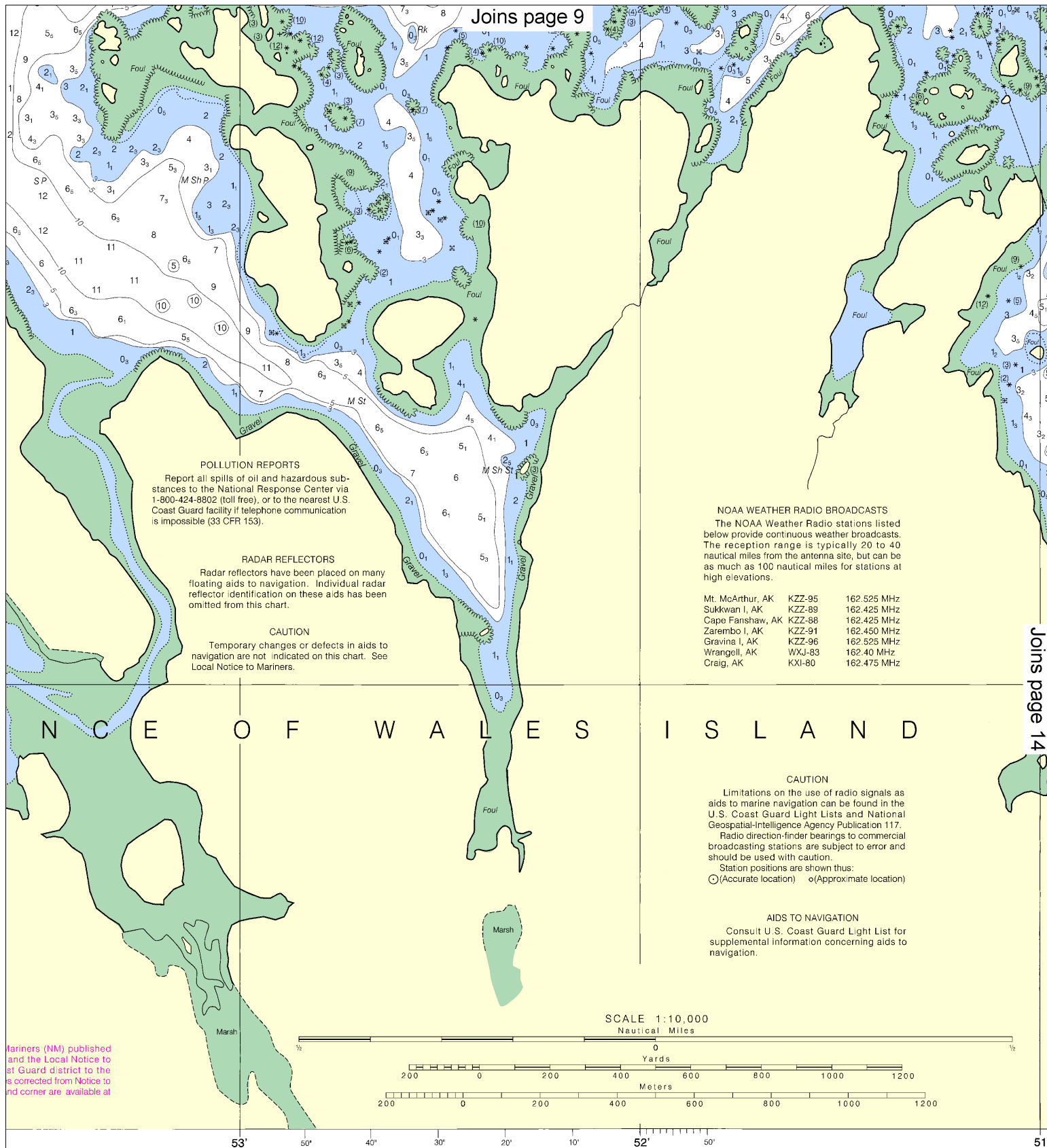
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

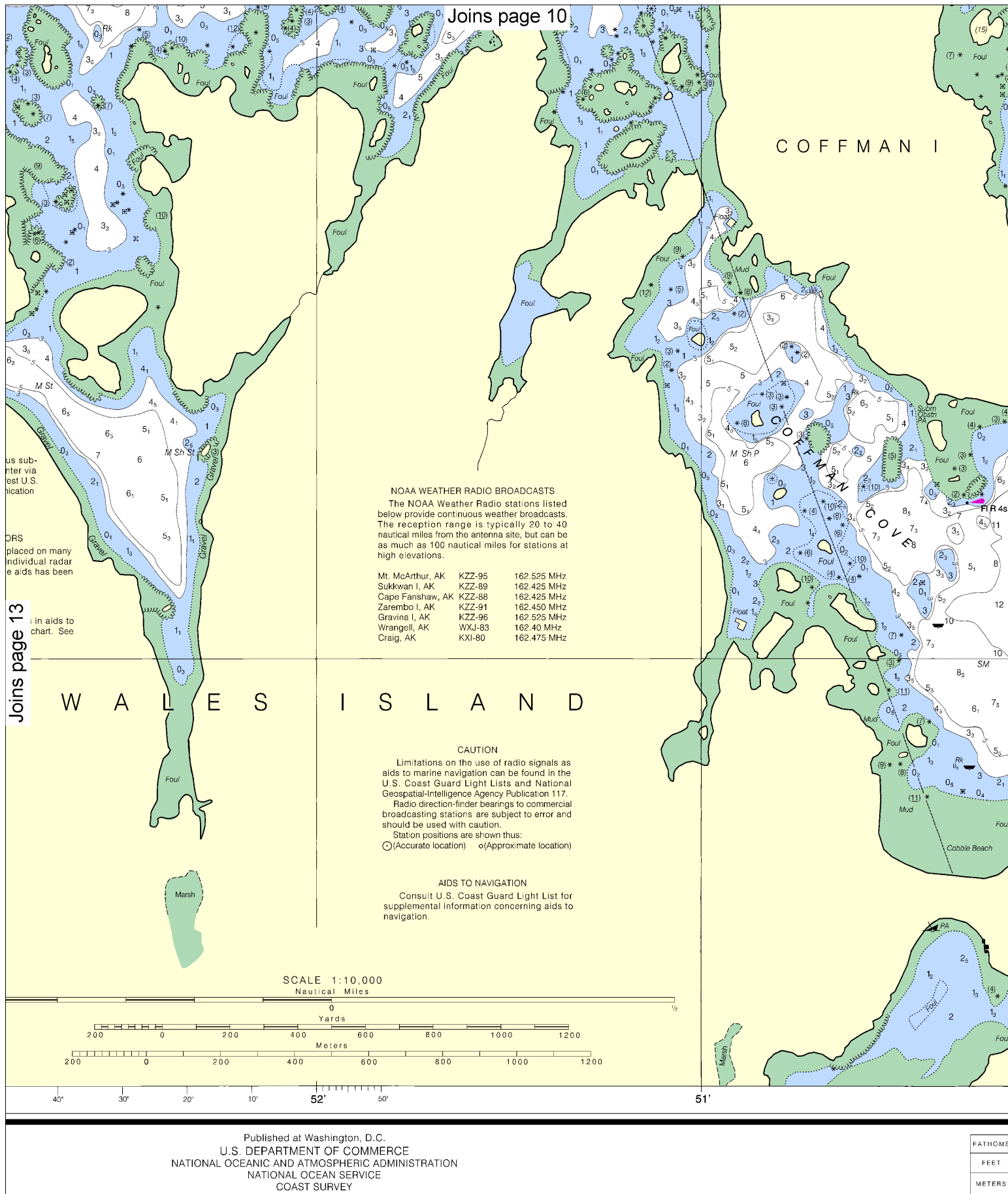
See Note on page 5.

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Yards
200 0 200 400 600 800 1000 1200



OMS

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U.S. DEPARTMENT OF COMMERCE
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NATIONAL OCEAN SERVICE
COAST SURVEY

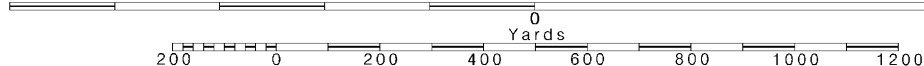


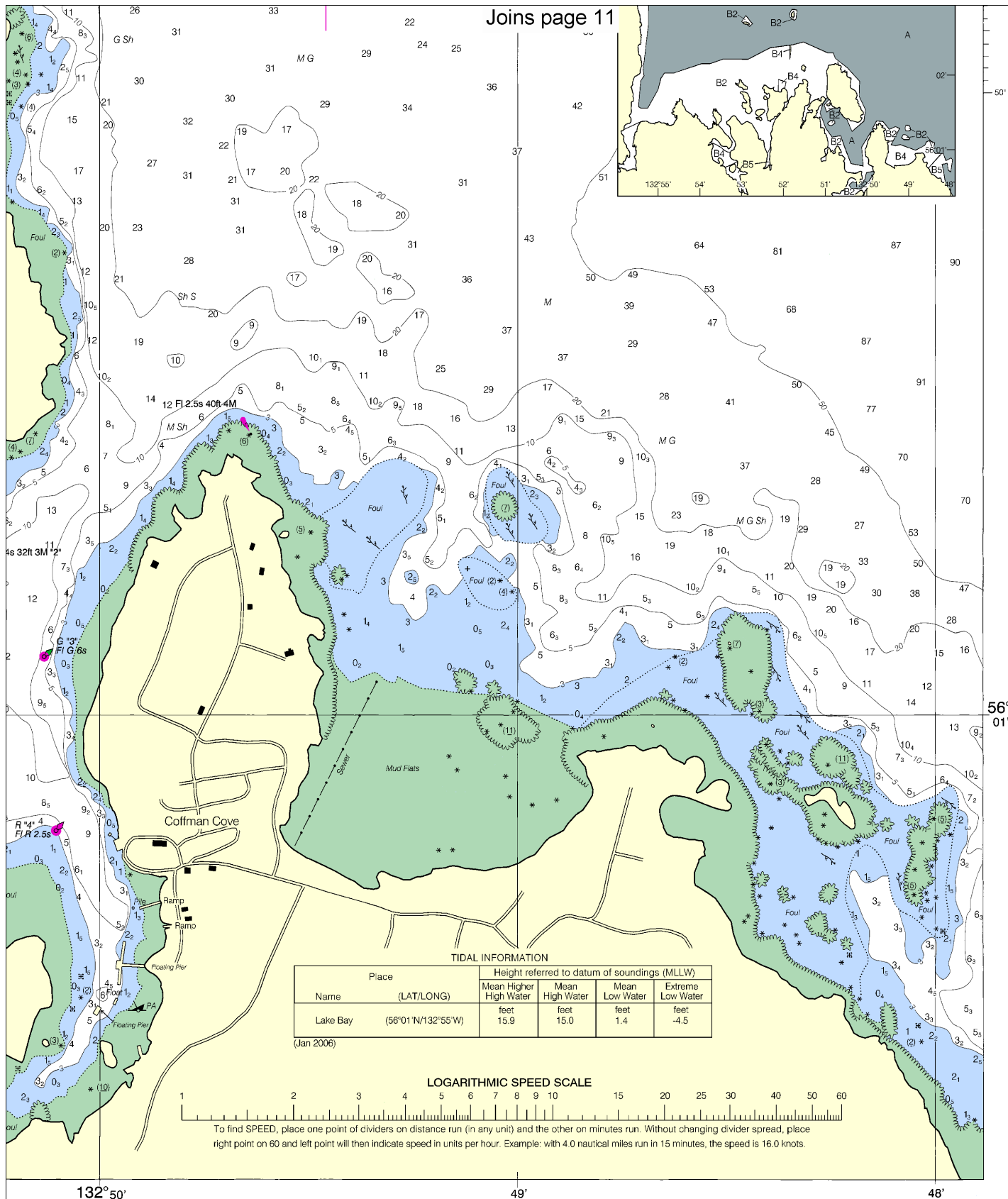
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

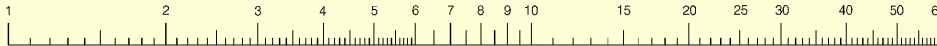




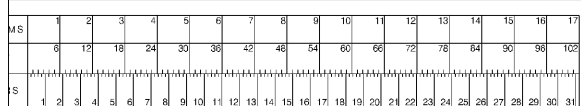
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Lake Bay	(56°01'N/132°55'W)	feet 15.9	feet 15.0	feet 1.4	feet -4.5

(Jan 2006)

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



Lake Bay and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:10,000

17401



ED NO 12



NSN 7642014011452
NGA REFERENCE NO. 17XHA17401



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



The Nation's Chartmaker